

## What's happening now?

WSF is preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA). The process begins with a comment period called 'scoping' where the public and agencies are encouraged to comment on:

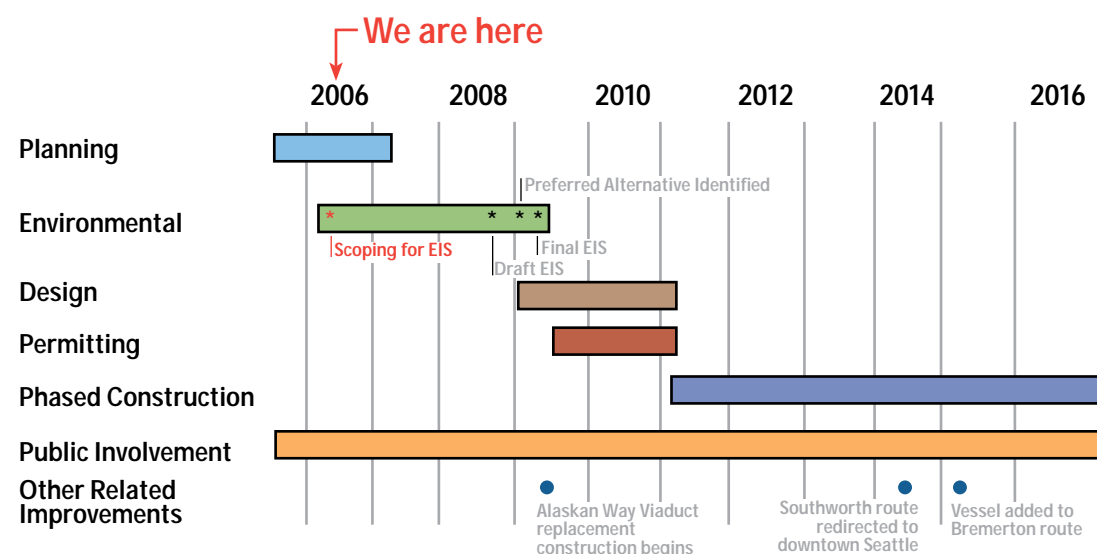
- Options that should be considered for Colman Dock
- The purpose and need for the project
- The scope of issues that should be considered in the environmental studies

Public comments are due by May 19, 2006 and may be sent to the postal or e-mail addresses below.

## Funding

WSF has \$225 million in state funds to preserve and improve the ferry terminal. Private capital would be necessary to pay for other development and amenities.

## Project Timeline



## For more information:

**Write:** Hadley Greene  
Washington State Ferries  
Customer and Community Relations  
2901 3rd Avenue, Suite 500  
Seattle, WA 98121

**Email:** [SeattleFerryTerminalProject@wsdot.wa.gov](mailto:SeattleFerryTerminalProject@wsdot.wa.gov)

**Call:** Hadley Greene  
(206) 515-3913

**Visit:** [www.wsdot.wa.gov/ferries/projects/seattlecolmandock/](http://www.wsdot.wa.gov/ferries/projects/seattlecolmandock/)

### ADA Statement:

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# The Seattle Ferry Terminal Project

## At Colman Dock | Spring 2006

Colman Dock is Washington State Ferries' busiest terminal and is used by over nine million riders per year, or about 25,000 trips per day.



Bremerton commuters arrive at Colman Dock



The terminal must be repaired soon

Washington State Ferries (WSF) is the second largest transit system in Washington State, and a critical part of the state highway system. In coming years the number of passengers is projected to grow. Today, the Seattle Ferry Terminal serves the Bainbridge Island and Bremerton passenger-vehicle routes and the Vashon Island passenger-only ferry. In the future, Southworth passengers and vehicles may also travel directly to downtown Seattle.

WSF is planning a new, updated terminal at Colman Dock, that will improve operations, fix aging structures and accommodate future growth.

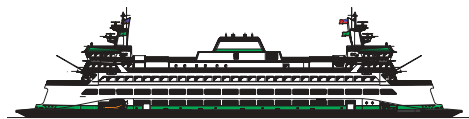
## Why is this project needed?

- Parts of Colman Dock, built in 1936, need significant preservation work to fix the deteriorating dock and marine structures such as trestles and transfer spans.
- Access needs to be improved for passengers with limited mobility.
- The terminal has insufficient capacity to handle future growth. Additional holding and a fourth slip are needed by 2014 to accommodate additional service.
- Pedestrian connections to transit and downtown need to be expanded and improved.
- Operational improvements will help limit congestion on city streets.
- Improvements are needed to continue to meet Maritime Transportation Security Act requirements, such as increased monitoring of the public access areas, access control, and areas for passenger and vehicle screening.
- Projected growth in walk-on riders and vehicles exceeds existing capacity.

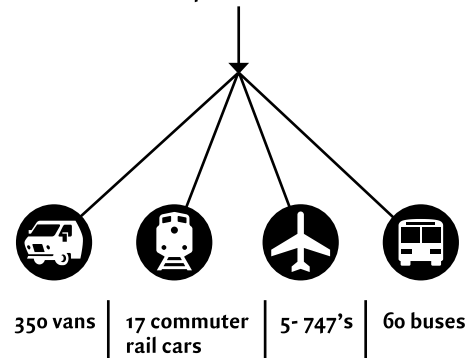


## Projected Growth in Walk-on Riders and Vehicles Exceeds Existing Capacity

### Jumbo Mark II Class Ferry (Bainbridge-Seattle Ferries)



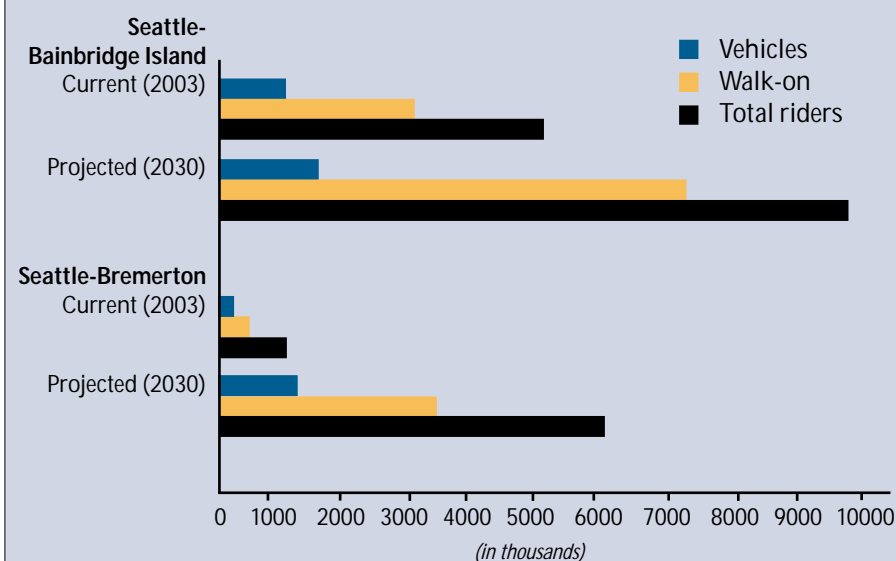
Passenger Capacity 2,500 (auto 202)  
Equivalent to:



The Seattle-Bainbridge ferries carry up to 2,500 passengers—that's more than 12 people for every car carried.

- Ridership on both the Bainbridge and Bremerton routes is expected to double over the next 25 years.
- Walk-on passengers will triple by 2030, primarily during the peak afternoon commuting times.
- Vehicle traffic is projected to double by 2030. Growth in the peak periods will continue to be constrained by vessel capacity.

### Projected Growth on Existing Passenger-Vehicle Routes: 2003-2030



## An Opportunity for More Than a Ferry Terminal

The City of Seattle has started planning for a new waterfront with public spaces, activity zones, and improved marine habitat. Through this planning effort, Colman Dock has been identified as a prime location for increased activity, density and public access to the waterfront.

WSF would like to take advantage of this opportunity to generate non-fare box revenues to offset rising operating costs. WSF is exploring the possibility of including privately-funded transit-oriented development at Colman Dock. A redeveloped Colman Dock would provide neighborhood and passenger amenities and the opportunity to improve near shore



There are many possibilities for other development on and near Colman Dock

marine habitat. New transit-oriented development could include a variety of mixed uses, in addition to the much-needed transportation improvements. The planning process is just beginning. WSF will consider a range of concepts for the ferry terminal.

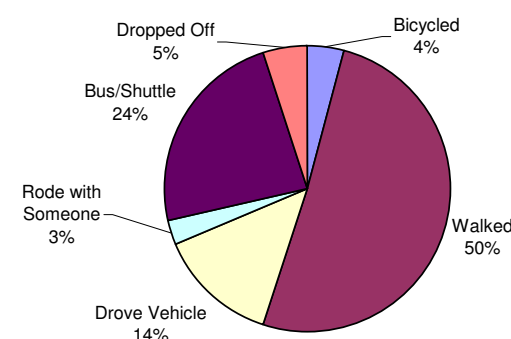
This project will be closely coordinated with the replacement of the Alaskan Way Viaduct and Seawall to minimize construction impacts and to take advantage of opportunities presented by redevelopment of Seattle's waterfront.

## What are the project benefits?

- Improve the customer experience
- Improve loading/off-loading traffic flow and reduce queuing on city streets
- Make terminal operations more efficient
- Improve transit connections and pedestrian facilities
- Improve water quality by removing creosote-coated timber piling
- Create shallow-water habitat and improve fish passage
- Improve public access to the waterfront
- Use green building techniques
- Enhance potential for commercial and retail development
- Provide public open space

## How do people get to Colman Dock?

### Colman Dock Mode Choice (1999 PM Peak)



Bike, walk-on and transit ridership during PM Peak is greater than 85% of total ridership.

## WSF is Planning for Future Growth

WSF's Draft Long-Range Plan was released in April 2006 and will guide WSF's future service and investment decisions through the year 2030. The Plan outlines proposed service changes, vessel purchases and terminal improvements throughout the system that would allow WSF to meet future demand for ferry travel. Overall, ferry ridership is expected to grow by about 70%, and some of the highest growth will come from Kitsap County on routes destined for Seattle.

### Proposed Service Plan for Seattle (2030)



The Fauntleroy Terminal is already at capacity and cannot be expanded

Due to constraints at the Fauntleroy Terminal, WSF proposes to split up the "Triangle" route (Fauntleroy-Vashon-Southworth) in 2014 and reroute Southworth passenger and vehicle traffic to downtown Seattle. Vashon passenger and vehicle riders would continue to use the Fauntleroy Terminal and WSF would operate a passenger-vehicle shuttle between Southworth and Vashon.

This change will require capital improvements at the Seattle Ferry Terminal including:

- Operational improvements to handle traffic from the additional route
- Additional vehicle holding
- A fourth slip

For more information on the Long-Range Plan, please visit [www.wsdot.wa.gov/ferries/planning/](http://www.wsdot.wa.gov/ferries/planning/)